THE SENTINEL

OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

HQ CAP Chief of Safety, Gary K. Woodsmall – Mar 03 Edition

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Who's Who In CAP Safety: Have you heard of MIMS? It stands for Membership Information Management System – a member database that can now be queried on the Internet. It's a part of e-Services offered on the CAP homepage. MIMS will let you query the database several ways; one is by duty assignment. While the database becomes more complete every day as people input their data, it is not yet populated with data. Eventually, the database will represent all CAP members at every unit level. In the interim, I've posted contact info for the National Safety Officer and our eight Region Directors of Safety. If your unit or wing safety officer is unavailable, please contact any of us with your safety questions or concerns.

National Safety Officer:

Col William Lord,	AP_guardian@yahoo.com

Region Directors of Safety:

GLR – Capt Benjamin Gottshall,	bgottshall@glr.cap.gov
MER – Maj Benjamin Reynolds,	BnjRey@aol.com
NER – Lt Col David Belcher,	dbelcher@ner.cap.gov
NCR – Col John Rooney,	jrooney@omni-tech.net
PCR – Maj Harold (Wally) Jaynes,	wallyjaynes@earthlink.net
RMR – Lt Col David Pierce,	n0ssb@juno.com
SER – Lt Col Lyle Letteer,	w4ke@mindspring.com
SWR – Maj Chuck Farry,	cfarry@juno.com

Ground Handling and Taxi Mishaps Still a Trend: The National Board has approved Change 3 to CAPR 60-1. Guidance for ground and taxi operations is now – "Pilots will maintain adequate clearance from all obstacles during all ground operations. When taxiing within 10 feet of any obstacle, pilots shall bring the aircraft to a complete halt, and then proceed at a pace not to exceed a slow walk until clear of the obstacle." When confronted with tight quarters during ground operations, remember you have options - slow down, use a marshaller, stop, shutdown, push it, tow it, taxi somewhere else, let the FBO move it – just don't hit anything. Taxi clearance needs to be a continuing operations emphasis item. So far this year, 11 out of 18 aircraft mishaps have involved ground handling or taxiing into obstructions. Over 60% of our aircraft mishaps are collisions with objects on the ground. All of these are preventable mishaps. We are wasting limited maintenance dollars to repair these aircraft. WE NEED YOUR UNDIVIDED ATTENTION to fix this plaguing problem.

Static Electricity and Fires at Gas Stations: Static electricity-related fires have occurred at several retail gasoline outlets. According to the American Petroleum Institute (API) and the Petroleum Equipment Institute (PEI), such incidents are on the increase. To date, over 150 incidents have been reported to PEI that have resulted in numerous injuries, property damage and one fatality. The most effective means by which a motorist can avoid static electricity problems at the gas pump is to stay outside the vehicle while refueling. It may be very tempting to get back in the car during extremely cold weather, but the average fill-up only takes around two minutes and staying outside the vehicle will greatly minimize the likelihood of any build-up of static electricity that could be discharged at the nozzle. Motorists who feel the need to get back into their vehicle during refueling should discharge any static buildup upon exiting the car before going back to the pump nozzle. This can be done safely by touching a metal part of the vehicle, such as the door, or some other metal surface, with a bare hand. Consumers can minimize these and other potential fueling hazards by following safe refueling procedures all year long.

In the last several years, a number of reports were circulated in the news media and on the Internet suggesting that cell phones or pagers could cause a fire or explosion if used at gas stations. The University of Oklahoma, School of Industrial Engineering, examined the potential for wireless phones to cause these problems. Their study showed the fire/explosion probability from cell phone RF (radio frequency) energy to be negligible. However, unless the wireless communication device is labeled as Intrinsically Safe (IS) (non-sparking) it should not be used during refueling. Most wireless phones and pagers are not IS certified, so make sure they're turned off when filling up any gas operated equipment.

Do You Know the Proper Way to Use a Fire Extinguisher? Just remember the acronym **PASS**. **P**ull the pin. **A**im the extinguisher nozzle at the base of the flames. **S**queeze the trigger while holding the extinguisher upright. **S**weep the extinguisher from side-to-side, covering the area of the fire with the extinguishing agent. Remember:

- Should your path of escape be threatened
- Should the extinguisher run out of agent
- Should the extinguisher prove to be ineffective
- Should you no longer be able to safely fight the fire

…THEN LEAVE THE AREA IMMEDIATELY

Additional Topics: Here are some extracurricular monthly safety meeting topics. I'll try to include a few each month that are seasonal and applicable to our activities.

- Weather Tactics:
http://www.aopa.org/asf/publications/sa13.pdf
- Tire Safety Campaign:
http://www.nhtsa.dot.gov/nhtsa/announce/press/pressdisplay.cfm?year=2001&filename=pr61-01.html
- Spring Safety and First Aid:
http://www.sja.ca/english/safety_tips/safety_tips/spring.asp

Keep your "Sights on Safety"